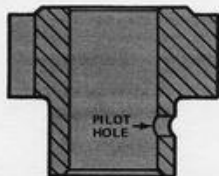


# DISTRIBUTOR GEAR INSTALLATION

For proper distributor and cam gear mesh, the distributor gear rides on a thrust surface in the block. If the distributor gear is not properly positioned on the distributor shaft, abnormal forces working on the gear may cause the retaining pin to shear or the gear teeth to break. The gear is correctly located during assembly at the factory. However, problems can arise when servicing or modifying a distributor... unless proper procedures are followed.

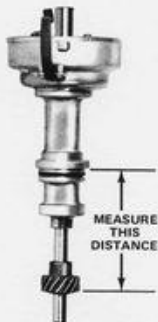
## Service Replacement Gears



Service replacement distributor gears have a "pilot" hole drilled through one side of the shank. *It is located at random!* Which means it may, or may not, be located properly with respect to the hole in the distributor shaft. Therefore, the following procedure is recommended to assure the gear is located correctly.

1. Measure the distance from the mounting flange of the distributor to the bottom of the old distributor gear. Compare with the following chart. If no gear is on the distributor shaft, press the new gear on, align the pilot hole with the hole in the shaft and take measurement.
2. If the distance checks out with the chart, use the pilot hole as a guide to drill a hole through the opposite side of the gear shank. Install a new retaining pin.
3. If the distance is NOT within tolerances of the chart, fill up the existing hole in the distributor shaft by pressing in a piece of steel rod.

Rotate the shaft 90-degrees and press a new gear on the shaft to the proper dimension. Using the pilot hole as a guide, drill a new hole through the shaft and opposite side of the gear. The new hole should be at right angles to the original hole in the shaft. Install a new retaining pin.



**NOTE:** Distributor shaft end play must also be within the following specs for the gear to ride correctly on the thrust boss in the block.

ENGINE	DISTRIBUTOR END PLAY (removed from engine)	DISTRIBUTOR GEAR LOCATION (distance from bottom of mounting flange to bottom of gear)
170-200-250 240	.022-.033 .003-.010	2.510-2.515
260-289-302-351W 351C-400-429-460	.024-.035	4.031-4.038
352-390-406-410 427-428	.022-.032	3.071-3.078

**PACKAGING PROBLEM...  
INLINE CARBURETOR  
GASKET KIT**